

To-day's Advertisements.

IMPERIAL GERMAN MAIL LINE.
STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship
"PRINZ HEINRICH"
of the NORDDEUTSCHER LLOYD.
Captain R. Heintze, due here with the out-
ward German Mail about TUESDAY EVEN-
ING, the 16th instant, will leave for the above
places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 13th April, 1901. [22]
AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
YOKOHAMA AND KOBE.
THE Company's Steamship

"GISELA"
Captain Mosca, will leave for the above places,
on SATURDAY, the 20th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 13th April, 1901. [222]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, ADEN,
EGYPT, MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
CONTINENTAL AND AMERICAN PORTS).
THE Steamship

"SOBRANO"
Captain L. M. Wither, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for MARSEILLES and LONDON, on
SATURDAY, the 27th instant, at Noon, taking
Passengers and Cargo for the above Ports.
All Cargo for Marseilles and London, will be
conveyed direct without transhipment.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 13th April, 1901. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo—
From London, &c., ex S.S. Rome.
From Persian Gulf, ex S.S. Khandalla and
Stimla.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.
Goods not cleared by the 19th instant, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
H. A. RITCHIE,
Superintendent.

Hongkong, 13th April, 1901. [5]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."
The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
GEORGE ECKLEY,
Agent.

Hongkong, 13th April, 1901. [7]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. BOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" tending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies the SPECTACLES
only after testing the sight.
ADVICE FREE.

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have This Day been
removed to NO. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should be
addressed.
ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

Intimation.



A. S. WATSON & CO.,
LIMITED.

WATSON'S HYGIENOL.

(Registered).

A POWERFUL DISINFECTANT,
GERMICIDE, ANTISEPTIC
AND DEODORISER.

RECOMMENDED BY THE MEDICAL
PROFESSION.

CHEAP, HARMLESS CONVENIENT
AND EFFECTIVE.

This DISINFECTANT possesses
all the good properties of Carbolic
Acid, but is IMMENSELY SUPER-
IOR in being NON-POISONOUS
—even in its concentrated form, thus
avoiding risk of accident—and in
the facility with which it mixes with
COLD WATER in any proportion.
In its diluted state it will not injure
stain, or corrode the person, metals,
furniture, cotton, linen, or woollen
fabrics.

WATSON'S
PURE CARBOLIC
SOAPS

will be found most efficacious for the
prevention of contagious diseases of
all kinds.

A. S. WATSON & CO. LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

DEATH.

On the 3rd of April, at Newchwang, Mrs.
SUSANNA LISTER, native of Sunderland, relict
of the late William Lister, in her 67th year,
deeply regretted.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 13, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

THE PRESS ON THE PROPOSED
SURRENDER.

LONDON, April 11th.
The papers are gratified at Commandant
Botha's recognition of the futility of contin-
uing the war, but say that he must now re-
cognise any terms extended to him as acts
of grace. A renewal of the Government's
recent offers is not expected.

BANQUET TO SIR H. E.
MCALLUM, R.E., K.C.M.G.

A SUGGESTION RE CROWN
COLONIES.

Fifty Straits Settlements friends, including
Sir Cecil Clement Smith and Sir Hugh
Low, banqueted Sir H. E. McCallum, R.E.,
K.C.M.G., prior to his departure for Natal.
In his speech, Sir H. E. McCallum urged
the giving of leading Crown Colonies greater
freedom, and a free hand in municipal
matters.

TROOPS FOR SOUTH AFRICA.
DEPARTURE OF THE M. M.
RIFLES.

The Metropolitan Mounted Rifles 500
strong recruited from the Metropolitan Vol-
unteer Regiments have left for South Africa.

GENERAL BADEN-POWELL'S
CONSTABULARY.

THE LAST BRITISH CONTINGENT
SAILS.

The last British contingent of General
Baden-Powell's constabulary has sailed. The
force includes a number of steady experienced
soldiers.

WEATHER REPORT.

The Observatory report says:—
On the 13th at 11.50 a.m. the barometer has
fallen considerably on the E. coast of China,
rises slightly on the S. coast. The depression
seems to be moving Eastwards over the N.E.
coast of China. Gradients gentle with light
variable winds and foggy weather on the coast,
and in the N. part of the China Sea. Forecast:—
Varying winds, light, fair, foggy at night.

LOCAL AND GENERAL.

H.M.S. *Humber* returned from Canton to-day,
having been relieved by H.M.S. *Firebrand*.

By an error we attributed some of the cases
heard before Mr. Kemp yesterday to Mr.
Hazelard.

We shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The Wrapper will
enable us to check the delivery copies.

"Why do some of our managers cling with
such stupid tenacity to the American market
for their musical comedy?" asks *To-day*.
"Since 'The Belle of New York' achieved its
remarkable success, half-dozen London thea-
tres have tendered to America the comical in-
vitation, 'Rubbish may be shot here,' and it has
been accepted with alacrity."

THE Band of the Royal Welch Fusiliers will
play at the Hongkong Hotel this evening, from
8 to 9.30 p.m.

PROGRAMME.
1.—March "Bumps" 1871. Mole.
2.—Selection "The Belle of New York" 1871. Mole.
3.—Polka "The Belle of New York" 1871. Mole.
4.—Valse "The Belle of New York" 1871. Mole.
5.—Selection "The Belle of New York" 1871. Mole.
6.—Polka "The Belle of New York" 1871. Mole.
7.—Valse "The Belle of New York" 1871. Mole.
8.—Selection "The Belle of New York" 1871. Mole.
9.—Polka "The Belle of New York" 1871. Mole.
10.—Valse "The Belle of New York" 1871. Mole.

THE steamer *Ellis* on returning to Shanghai
from River ports reported that on the 2nd
instant, when bound for Hankow, she lowered
a boat of Kushan Point and rescued a woman
aged 70 years and a youth from the debris of a
wrecked boat. The survivors report five drowned.
Their boat was straw laden and was
swamped by the wash of a passing steamer
about one hour before they were picked up.
The *Ellis* also reports passing a tug and cargo
boats on their way to the steamer *Ariel* to
lighten her *Ariel* being aground above the
Fitzroy Light Boat.

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

The twelfth ordinary general meeting of
shareholders in the above Company was held
at the office of the General Managers, Messrs.
Shewan, Tomes & Co., at 11 o'clock this
forenoon.

There were present Messrs. R. Shewan (in
the chair), D. Gillies, C. Ewins, Hon. C. P.
Chater, C.M.G. (Consulting Committee), R.
Leigh, T. H. Reid, R. C. Wilcox, Fung Wah
Chun, Siu Un, A. Babington, and A. V. Jorge
(Secretary).

The notice convening the meeting having
been read:
The Chairman said:—Gentlemen, printed
copies of the Report and Accounts have been
in your hands for some days past so if you
have no objection we will dispense with read-
ing them now. A profit of about \$11,000 as
against \$7,000 last year is satisfactory, but our
Dividend appears smaller as it has to be paid
on the much larger capital of nearly \$1,000,000.
We had the benefit last year of the first instal-
lation at Hok Un though not to its full extent,
while the second installation for which fresh
Capital was subscribed by you, a year ago, will
not, owing to the difficulty of getting machinery
made at home in anything like reasonable time,
be in a position to turn out any cement
before next July at the earliest, and when
everything is ready it takes so long to train
and educate the burners and other men for
their special work that it will be at least an-
other year before the last kiln is burning.
You will consequently understand that, al-
though we are paying a dividend this year on a
capital of roughly \$1,000,000 at least \$250,000
of this has been quite unproductive. Under
these circumstances I think that shareholders
should find the report a satisfactory one and I
feel sure we may look forward with confidence
to the future of the Company. Our new kilns
have continued to give us more satisfaction,
their output this year having been considerably
beyond our highest estimates. The quality of
the cement itself is now admitted to be of the
highest and no better proof of this can I think,
be given than the fact that the builders of the
New Admiralty Dock have made a contract
with us and are using the cement freely under
the most severe test conditions as to tensile
strength &c. As for markets we would not
of course have recommended the fresh exten-
sion at Hok Un had we felt any doubt on
this subject nor do we feel any now. We are
selling to-day all we can make, and could
sell more, and if we may at first have to
accept lower prices in order to "get in" on
new markets and dispose of our increased
production we shall not have to do so long.
In this Colony I am glad to say we have pretty
well overcome the competition of cheap cement
from home and I have no doubt it is only a
question of a little time before our friends else-
where will appreciate the advantages of using a
bona fide Portland Cement of the best quality
in place of low grade Japanese and other
kinds. At Macao we have succeeded in getting
a few improvements, but our limit of output
has been reached, and except in the way of
economising the cost of making, there is little
more that we can do there. At Hok Un, in
spite of troubles which are all in the day's
work we have made steady progress and much
credit should be given to our Managers there
for the way in which they have overcome the
difficulties they have had to encounter in train-
ing raw hands for the peculiar work required
at the kilns &c. At Deep Water Bay we have
gone on pulling down the old brick and pipe
kilns and replacing them by larger and more
economical ones and, although on a moderate
scale, the result is certainly satisfactory. The
question of labour has given us some trouble,
the cost of living, as you know, has risen
greatly in the Colony of late, and it has been
impossible for us to keep our best men by us
without increasing their pay and of course
higher wages means greater cost of production.
It is only a case of supply and demand, but in
spite of those gentlemen who write and talk
so glibly of China's teeming millions I cannot
see that, in this Colony at any rate, the supply
of labour is at all keeping pace with the demand.
Turning to the accounts there is nothing that I
can see that requires explanation, but I may
remark that we have no longer any credit
balance at our Bankers, recent payments on
account of the new extension at Hok Un having
absorbed it all and left a balance on the other
side which will be made still larger when our
Dividend of nearly \$80,000 is paid.

Before moving the adoption of the Report
and Accounts I shall be pleased to answer any
question from shareholders.

There being no questions.

The Chairman proposed and Mr. Leigh
seconded the adoption of the Report and
Accounts.

Carried.

Mr. R. C. Wilcox proposed and Mr. Fung
Wah Chun seconded the re-election of Messrs.
Ewins, Chater, Dickson and Gillies as Con-
sulting Committee.

Carried.
Mr. T. H. Reid proposed and the Hon. C.
P. Chater seconded the re-election of Messrs.
F. Henderson and W. H. Fells as Auditors.
Carried.

This was all the business. Dividend war-
rants will be ready on Monday.

THE CHINA LIGHT AND POWER
COMPANY, LIMITED.

A statutory meeting of the above Company
was held at the offices of the General Managers,
Messrs. Shewan, Tomes & Co., at 11.15 this
forenoon.

There were present Messrs. R. Shewan
(Chairman), D. Gillies, Fung Wah Chun, A.
Babington, A. Reid, J. M. McArthur and J.
Duff (Secretary).

The notice convening the meeting having
been read,
The Chairman said:—This Company was
as all are aware, registered on the 25th of
January and this meeting is therefore held in
accordance with the law which requires us to
hold a meeting of shareholders within four
months from that date. Electric Light Com-
panies require as a rule rather a long time to
grow to fruition, so much time being necessarily
consumed in making the installation, but as
regards Canton, we are fortunate in that
respect, as we took over a going concern there.
It is true it was not going very well then, but
I am pleased to say that things are different
now. We had of course to make drastic
changes from the former Chinese regime, and
much time was of course lost in doing this and
getting fresh supplies of material etc. from
home. These latter have now arrived and we
shall be kept busy, for some time to come, in
fitting up further installations for the new
orders we have in hand both on Shamene and
in the Chinese City of Canton. On Shamene
the lighting is of course on a limited scale, but
in the City there seems every prospect of our
doing a large and growing business, as in con-
sequence of the fire of fire, which very naturally
affects the minds of the shopkeepers etc. in
that crowded town, the electric light is grow-
ing in popularity every day. To such people
as the proprietors of theatres, restaurants,
flower-boats etc. and to all these in trades which
require late hours, the advantages of our light
over kerosene are obvious, but Chinese-like,
they waste time in the endeavour to drive a
bargain and beat down our prices. The de-
mand from such sources in a city like Canton
should be very great and produce a good
revenue to the Company, when all the neces-
sary poles, wires and installations are complete.
I may mention that the Company now derives
a steady income from contracts to supply water
and fire-extinguishing apparatus in various
districts of the City in the event of fires, and this
is a branch of our business that with time and
a little expenditure of capital we think can be
enlarged considerably. At Kowloon, or rather
at Hung-hom, we are not in such a good po-
sition, as our station is only in course of erection
there, and at the rate of progress common to
most builders and contractors just now, it is
impossible to say when the period of production
over there will be reached. We hope however,
that from six to eight months will see us in a
position to supply electric light to that part of
the Colony, and when that time arrives we have
every reason to believe that we shall find a
good demand for the light. I have of course
no accounts to lay before you, but I may per-
haps say the capital of \$300,000 has all been
subscribed and, with a few trifling exceptions,
paid up. That is all that occurs to me to say
at present, but if any of you have any ques-
tions to ask, I shall endeavour to answer them
to the best of my ability.

There were no questions and the meeting
broke up.

CHINA BORNEO CO., LTD.

The second ordinary yearly meeting of
shareholders in the above Company took place
at noon to-day at the Company's Offices No. 4,
Queen's Buildings.

There were present Messrs. A. G. Wood,
(Chairman), Hon. C. P. Chater, C.M.G., E. Os-
borne, (Consulting Committee), O. Baptista,
C. S. Sharp, W. Parlane, W. H. Wickham, and
J. Wheeler (Manager).

The notice convening the meeting having
been read,
The Chairman said:—The Report and Ac-
counts have now been in your hands for some
days and I presume there is no objection to
their being taken as read. The Company's
operations during the past year, notwithstanding
the troubles in North China, which inter-
fered with local demand for some months,
show a very satisfactory result and we hope
you will approve our recommendations as to
the disposal of the sum at credit of Profit and
Loss; this sum (\$72,189.90) is, as you are aware,
the result of two working and we have
recommended the somewhat large dividend of
25% of the subscribed Capital, in consideration
of this. The volume of this Company's busi-
ness, like most others, depends on supply and
demand and is consequently subject to fluctua-
tion and we think it policy to provide for this,
and for this reason we have recommended a fairly
large sum being carried to Reserve and I have
no doubt this policy, when results permit, will
certainly strengthen the Company's position and
enable it to say that so far the results for the
current year is quite satisfactory. The various
properties have been well maintained and are
all in good order. Finally I have again to say
that we are indebted for these good results to
the excellent management, Mr. Wheeler here,
and Mr. Darby in Sandakan who have there-
by earned our warm acknowledgments of their
services. Dividend Warrants will be obtainable
on Monday on application at the Company's
Office.

Mr. Parlane—May I say, Mr. Chairman,
about the land and house property? It seems
a very small item in the assets. I was under
the impression that the old company was
possessed of very extensive concessions both of
tobacco and timber land. It seems to me
such a very small item that I don't quite under-
stand it.

Mr. Wheeler—We have only about five or
six town lots in Sandakan and about 7000 acres
of tobacco land on the Kinabatangan River.
The tobacco land was given up at simply
nominal value, and two-thirds of it is always
under water.

Mr. Parlane—It seems such a small item; I
thought the old Company had more extensive
concessions.

Mr. Wheeler—The land is well worth the
amount at which it is entered in the Company's
accounts.

There being no further question, the Chair-
man proposed the adoption of the Report and
Accounts as presented.

Mr. Wickham—I beg to second the Chair-
man's motion. The thanks of the shareholders
are due to the Consulting Committee and the
Manager for the most excellent report that has
been presented.

The motion was carried unanimously.
The Chairman proposed and Mr. Wickham
seconded the adoption of the report and
accounts.

Carried.

Mr. Wickham proposed and Mr. Parlane
seconded the re-election of the Hon. C. P.
Chater, C.M.G., to the Consulting Committee.

Carried.
Mr. Baptista proposed and Mr. Parlane
seconded the appointment of Mr. Henderson
as Auditor.

Carried.
This was all the business. Dividend war-
rants will be ready on Monday.

HONGKONG SHARE MARKET.

HONGKONG, Thursday, April 12th.

Messrs. Benjamin, Kelly and Potts, in their
weekly share report state:—

The week opened auspiciously after the
Easter Holidays and business has continued to
be very active. Prices of nearly all the
leading stocks have improved, notably Hong-
kong and Whampoa Docks, and the tendency
towards the close is to a further appreciation
of the value of most securities. Banks—
Hongkong and Shanghai Banks have further
strengthened their position and have been nego-
tiated at 35 and 38 per cent. premium, the
market closing with strong buyers at the
latter rate. The London quotation is £60.
Nationals are wanted at \$27. Marine Insur-
ances.—Unions have been in strong de-
mand and offers of \$30 have failed to bring
any shares to the market. China Traders have
enquiries at \$56 but no shares appear to be
obtainable. Yangtses have further advanced
and have been booked at \$130. Cansons are
in request at \$160. Fire Insurances.—
Hongkong Fires have found buyers at the
improved rate of \$320. China Fires have been
purchased at \$53. Shipping.—Hongkong,
Canton and Macao Steamboats are enquired
for at \$33. Indo-China have been the
medium of a large business and shares have
changed hands at \$122 and \$123. China and
Manila are unaltered. Douglas Steamships
have been disposed of at \$48 and close in de-
mand at \$49. Star Ferries are wanted at \$33
for the old and \$8 for the new shares. Re-
fineries—China Sugars have ruled steady
and transactions at \$135 have taken place.
Luzons are dull and can be had at \$39.
Mining.—Punjons have risen to \$6 buyers.
Rauba have become quieter and are procurable
at \$38. Olivers are firmer and the "B"
shares have been sold at \$12. The follow-
ing telegram has been received from the
Mines:—"505 tons of quartz crushed for a yield
of 328 ounces of retorted gold; mill ran 19 days.
500 feet cross cut is making good headway;
expect to strike reef in 5 weeks." Jelebus
have been done at \$5. Docks, Wharves and
Godowns.—Hongkong and Whampoa Docks
have been bought at \$70 at which rate buyers
rule the market. Kowloon Wharf have been
fixed at \$104. Wanchai Warehouses have buy-
ers at \$65. Lands, Hotels and Buildings.—
Hongkong Lands have been negotiated at
\$200. Kowloon Lands have changed hands
to a small extent at \$28. West Points have
been bought at \$49 and \$50 and have buyers
at \$51. Hongkong Hotels remain firm with
buyers at \$120. Humphrey's Estate have been
done at \$13 and are now enquired for at \$13.
China Providents have changed hands at \$9.20.
Gotton Mills.—Hongkong Cottons have been
parted with at \$73. Quotations for the North-
ern Mills are unchanged. Cigar Companies.—
All stocks under this heading are more or less
in demand but with the exception of a small
sale of Hensians at par, we have heard of no
business. Miscellaneous.—Green Island Cem-
ent declined to \$18 in the early part of the
week but have recovered their position, and
sales at \$18 and \$19 have been effected. A.
S. Watsons have been dealt in at \$17. Electrics
are procurable at \$12 and \$6.90 for the old
and new issue respectively. \$c. have been
done at \$164.

AT THE MAGISTRACY.

OPINION.

Mr. Kemp fined Yik Sz \$200 for being the
possessor of nineteen and a half tals of raw
opium without a valid certificate.

A seaman was given fourteen days for having
five tals of opium dross without a certificate.

Tsung Hing was fined \$13 for having in his
possession four tals and six mace of opium
dross.

Chun Fun had a mace and a half of prepared
opium and was fined \$3.

VERY OBLIGING.

Wan Kam was given fourteen days' hard
labour for stealing a bundle containing seven
pieces of clothing. When arrested he said that
someone had asked him to carry the parcel for
him.

NO LIGHTS.

A boatman appeared before Mr. Kemp for
failing to exhibit a light in his junk and was
fined \$10. Now he is enlightened.

A BIG HAUL.

Inspector Rogers arrested seven Chinamen
for neglecting to keep their houses in a cleanly
condition, and Inspector Brett arrested twenty-
one for the same offence. The culprits were
fined various amounts.

ANOTHER UNSUCCESSFUL PICNIC.

A fisherman while working the tombs at
Shan Sheng Wan was accosted by two men
who demanded \$5 as hill rent, saying they were
the owners of the land. This was refused them,
but \$150 was offered which they refused.
They then broke the fisherman's dishes etc.
and struck him with a stone and again
asked for \$5, which was promised on his ar-
rival home. They all went together then to
Shaokwan and the two men were handed over
to the police. When questioned they said they
only asked for food and were then seized and
taken to the police. This "did not wash"
they were given two months' hard labour.

AN EXPENSIVE PAIR OF BOOTS.

A Chinaman was fined \$15 for having in his
possession a pair of stolen boots.

FIGS.

Pau Kiu, for keeping swine without a licence,
was fined \$2 by Mr. Kemp.

UNLAWFUL HAWKING.

A hawk was given seven days' hard labour
for hawking sweet potatoes within the pre-
scribed limits of the Western Market.

REMOVING AMMUNITION.

Li Hap Tuk, dealer in Arms of No. 252
D's Vaux Road, was fined \$100 for removing
four hundred boxes of percussion caps and other
thousand five hundred rounds of ammunition
without a permit to do so.

the late Minister of the Home Department, and many other prominent officials, in connection with the sale of Rose Island to the Japanese.

It is reported that the Korean Government has granted Mining Concessions to a French Mining Company which will soon commence work under the skillful control of M. Salsator as manager. The location of the concessions is not yet stated.

Great progress has been developed at the Unsan gold mines, a British concession. The prospectors struck the vein they were looking for, and the success of the venture is even greater than had been expected.

Kim Chong Sung, the late Minister of the War Department, was put to death last night, expiring about twelve o'clock, at the palace, after prolonged tortures lasting 3 days.

The Japanese man of war *Yamato* left here this morning for Manama and Japan. The Nippon Yusen Kaisha steamer *Yokohama*, which arrived here last night, brought 10,000 rifles (Japanese Murata) and 100,000 rounds of ammunition for the Korean Government. The contract was made by the Mitsui Bussan Kaisha.

Messrs. Holme, Ringer and Co. of Nagasaki imported by the *Yokohama* 20,000 dollars worth of silver for the Korean Government. There have been many old officials arrested in Seoul last week, who have been in office, even including the Emperor's cousin. The authorities are torturing and beating them very hard every day to get money from them.

There are thousands of imitations of the 5 cent nickel coin, as mostly all the office smuggle machines into the country to establish business of their own in making these nickels. The machines come from Japan mostly.

It is said that last year in the small province of Kwangchi alone there were made about six hundred thousand dollars worth of nickels. Consequently the nickels are at discount of over thirty per cent. The copper cent here is worth more than the nickel.

Many people are importing lots of silver to make five-cent and ten-cent coins, every body here speculating on the chance of the Government being obliged to call all the nickel coin and issue silver coin at par, otherwise there will be big trouble here.

Messrs. Holme, Ringer and Co. of Nagasaki have most of the contracts for Government nickels and silver. The Mitsui Bussan Kaisha has also some contracts.

The Korean War Department has issued an order to increase the Army from ten thousand to twenty thousand men.

The British warship *Donauventur* arrived here this afternoon from Weihai-wei. Mr. E. V. Morgan, the Secretary of the American Legation at Seoul, has been appointed 2nd Secretary of Legation at St. Petersburg. His successor here is not appointed yet.

All the steamers from Japan have been delayed for two days owing to the bad weather here. — *New Press*.

AS THE RUSSIANS SEE THEMSELVES.

To judge by General Linewitch's report on the departure of the Russian troops from the railway between Yangtsun and Shanhai, their behaviour to the Chinese has been sadly misrepresented by some of the correspondents in the north. The General says in a report telegraphed to St. Petersburg by Admiral Alex.

"At every point I met with expressions of genuine and sincere feeling on the part of the Chinese on their separation from the Russian soldiers. Everywhere the Chinese came in procession, presenting food and salt to the troops, and hospitably received them. Deputations of Chinese also came to me at the different stations, sincerely thanking me for having protected their houses from robbers."

"Everywhere I hear the same words, that so far only the Russians have really protected the Chinese, and that on their departure the Chinese will be without protection, and bad times will be in store for them."

"At nearly every point I was begged by the Chinese to leave at least two soldiers for their protection. I consider it my duty to bring under your Excellency's notice the heroism of respect and confidence entertained for them by the Chinese. Wherever it was in any way possible, I complied with the requests of the Chinese."

A PROGRESSIVE CHINAMAN.

In our issue of the 18th of December last, we had seen a letter from Shen Tun-ho, the well-known and much respected victim of the infamous Kang Yi in which Mr. Shen mentioned that he had done the State some service at Kalgan and had been put in a position of command and trust there. We have now seen another letter, dated Kalgan the 10th ult., in which Mr. Shen mentions that he had been recommended to the Throne for appointment as Chief Director of the Foreign Office at Kalgan and Extremities of Boxes. As soon as Mr. Shen's expedition left Kalgan, Mr. Shen entrusted a company of police armed and drilled like the German drilled troops formerly at Wonsung, with a small number of cavalry, to protect the trade route which passes through Kalgan, and the Russian tea traffic. With this force Mr. Shen drove away over 2,000 dishonest soldiers, captured three most notorious Boxer leaders, one of whom was a Mongolian official under sentence of decapitation, and recovered 14,000 stolen packages of tea belonging to Russian firms at Kalgan. This newly drilled police force is turning out very well and giving full protection to both missionaries and traders. In recognition of his success, the Throne has returned to Mr. Shen his rank as a Taoist of this province, his red button, and peacock's feather; and we are sure this news will be received with much satisfaction by Mr. Shen's numerous friends in China and the West.

DOCKYARD v. CONTRACT SHIPBUILDING.

Under this heading the *Economist* of the 9th ult. says—

"The launch of two battleships and two 'mighty cruisers' in one week is a notable event in the history of our Navy, but for the moment we are chiefly concerned with its economic aspect. These four huge vessels were all built and completed in the Government dockyards. How do they compare, in point of time, with the work of private contractors? First take the *Albatross*, built at Chatham, with engines of 14,000 tons to drive 19 knots an hour. Next, there Devonport, to precisely the same dimensions, the *Albatross* was laid down early in January, 1900, and has thus been 14 months on the stocks; while the *Montague* was laid down about the middle of November, 1899, and has thus been 15 months on the stocks. Both vessels are a fortnight behind the *Russell*, of exactly the same dimensions, and turned off

the stocks by Palmer's Shipbuilding Company at Jarrow-on-Tyne in little more than twelve months. Then as to the armoured cruiser, the *Arcturion*, launched at Pembroke type—14,000 tons displacement, and with enormous engines of 30,000 h.p. to develop 23 knots. That is to say, she is a counterpart of the *Good Hope*, launched by the Fairfield Shipbuilding and Engineering Company, Glasgow, last week. But there is far more than this week a difference in the time of construction. The *Arcturion* was laid down about the middle of April, 1899, and has thus taken twenty-two and a half months to construct in the Government Dockyard. The *Good Hope* was laid down about the middle of September, 1899, and has thus taken only seventeen and a half months to construct in a private shipyard. The heavy armoured, no doubt, accounts for long period on the stocks, but is the same in both cases, and both vessels obtained their armour from the same sources. The *Arcturion*, an armoured cruiser of 9,800 h.p. to develop 23 knots, was launched at the Portsmouth Dockyard on Wednesday last, and is the largest vessel ever built there. She is one of the county class, of which five are being built in private yards, but in regard to which we have no data at present for purposes of comparison. The two battleships and the armoured cruiser, however, have taken longer to construct in the dockyards than private builders have required for exact counterparts. Moreover, the dockyards start with a great advantage in point of time, because they can be well advanced with their work before the keels are laid down—before even the definite order to begin comes from the Admiralty—whereas the private contractor cannot make a start, even to clear away a berth, until he knows that his tender is accepted. Again, all four ships launched at the dockyards this week are to be equipped by private firms, whose works are at long distances from the dockyards. The vessels launched on Clyde last week—and, as a rule, all the vessels built by private contractors—are engaged by the builders, with great saving of time. All these facts go in support of our contention that more construction work for the Navy ought to be given to private contractors.

BY THE MAIL.

(From Home Papers.)

Colonel Georges.

Colonel E. H. Georges, on return from Hongkong, has been appointed Chief Paymaster, Southern District.

Major-General Barrow.

Major-General E. C. Barrow, C.B., Chief Staff Officer of the China Field Force, will succeed Major-General P. J. Maitland, C.B., as Secretary to the Government of India (Military Department) early next autumn.

An Investiture.

An investiture held by the King at St. James's Palace on 12th ult., Captain Sir Frederick Victor Dickins, Registrar to the Admiralty of London, were decorated by His Majesty with the Third Class of the Order of the Bath.

The Italian Minister.

The *Capitan Fracassa* states that the Marquis Salvago Raggi, Italian Minister at Peking, will shortly return to Italy on leave, and will be replaced by Signor Romano, Secretary of the Italian Embassy at Washington, who will leave immediately for Peking.

The "Bonaventure's" Relief.

The *Talbot* was to be commissioned at Devonport on April 10 to relieve the *Bonaventure* on the China Station. The following appointments were notified at the Admiralty—Captain F. G. Stopford, to the *Talbot*, Commander E. W. E. Wemyss, to the *Bonaventure*, to date April 10.

The Imperial Opal.

"The Imperial Opal," said to be a gem probably worth over £50,000, was inspected by the Australian Agents-General on 6th inst. Mr. Maurice Lyons, an Australian lawyer and squatter, is anxious to present it to the King in the hope that, in honour of Federated Australia, it will make part of the Royal regalia.

Queenly Correspondence.

The London correspondent of a leading provincial paper is assured that one of the first letters received by Queen Alexandra after her accession was from the Empress of Japan. This is a unique incident in the history of Europe. No Consort of an Asiatic monarch has ever before congratulated a European monarch on her accession to the throne.

Capt. Chichester.

The command of the Fleet Reserve at Devonport, which is about to become vacant in consequence of the promotion of Captain J. H. Rainer to flag rank, has been offered to Captain Sir Edward Chichester, Bart. Sir Edward Chichester's last active service appointment was as principal transport officer in South Africa, and his last sea command was as captain of the cruiser *Immortalite* on the China Station.

Admiral Sir E. Seymour.

It is not often that a full Admiral has the opportunity of flying his flag in foreign waters. Usually it is only such home appointments as that of Commander-in-Chief at Portsmouth or Devonport which allow of the hoisting of the Vice-Admiral Sir Edward Seymour, however, now in command on the China Station, will obtain promotion before he is relieved by Sir Cyprian Bridge, and he will thus have the opportunity of flying his flag as full Admiral.

The Court.

The King held a Court at St. James's Palace on 12th ult. and received loyal addresses from the Convocations of Canterbury and York, the Senate of the University of London, and deputations of dissenting ministers and from the Society of Friends. To each deputation His Majesty addressed a separate response. King Edward afterwards held an investiture.

The Coronation.

Although no absolutely final decision has been arrived at as to the actual date of the Coronation, it has been known for some time, indeed, ever since it was determined that the Colonial tour of the Duke and Duchess of Cornwall and York should not be interrupted, that the ceremony would not take place this year. Such being the case, it was, of course, inevitable that it should be held in the summer months of 1902.

Communicating the Queen's Death.

In accordance with the custom of sending special messengers to formally apprise foreign Courts of changes of monarchy, the King has been pleased to approve the appointment of the following pairs to perform that solemn duty in respect to the death of Her late Majesty

Queen Victoria—His Grace the Duke of Abercorn, K.G., the Earl of Mount-Edinburgh, G.C.V.O., the Earl Carrington, G.C.M.G., and Field-Marshal the Viscount Wolseley, K.P., G.C.B., G.C.M.G.

Admiral Culme-Seymour.

After fifty-one years' service in the Navy, Admiral Sir Michael Culme-Seymour, one of the most distinguished of naval officers, goes into retirement. He celebrated his sixty-fifth birthday on 13th ult. No one connected with the King's Fleet has had a more stirring career. The half-century between his entry on Feb. 6, 1850, and his last duties as first and principal A.D.C. on the occasion of the funeral of the late Queen, was packed with incidents many of them of an exciting character. He was Flag-Lieutenant to his uncle, Sir Michael Seymour, during the first Chinese war.

The Liberal Unionists.

The Duke of Devonshire has written a letter urging Liberal Unionists to in no way relax their efforts to improve and extend the efficient organization of the forces of the party throughout the United Kingdom. No effort, he says, should be spared to maintain the vitality and efficiency of the Liberal Unionist party. The Duke adds that Mr. Chamberlain cordially concurs in these views, and he is assured that the leaders of the Conservative party fully recognise the value of a well-organized Liberal Unionist party as an efficient auxiliary for the defence of Unionist principles.

The Whitechapel Art Gallery.

Lord Rosebery, on 12th ult., opened the permanent Art Gallery, which has been erected in Whitechapel, at a cost of £16,000. Mr. Lawson, L.C.C., who presided over the inaugural proceedings, recalled the fact that twenty years ago his lordship had opened the first picture exhibition in that quarter of London. In the course of his speech Lord Rosebery referred to changes that had been wrought in the life of the East-end by educational foundations such as Toynbee Hall and by the London County Council. He could not help believing that the influence of such a gallery as that which was wholly beneficent. They must not expect that a rough world would be transformed by the mere contemplation of a fine Angelico, but they were offering him a civilising agency, and if he could not find his opportunity it could not fail to have most favourable results.

The Late Queen's Memorial.

Donations are coming in rapidly to the Mansion House Fund for the National Memorial to our late beloved Queen. In accordance with the expressed hope of the King, that the contributions will not be excessive, the Corporation of the City of London have limited the contribution of the City to 5,000 guineas; but we may be sure that the Memorial will lose nothing by the sound and popular line suggested by His Majesty. What is to be desired is not the subscription of enormous sums by the wealthy few, but rather contributions, according to their means, on the part of all classes of the community. To that end the Lord Mayors and Mayors of the provinces are following the example of the Chief Magistrate of the City of London, and opening local subscription lists.

The Pyx Chapel.

In future the custody of the ancient and famous Pyx Chapel, close to the Chapter House of Westminster Abbey, is to be transferred, with the assent of the Lords Commissioners of the Treasury, from the Board of Trade to the First Commissioner of Works. The Pyx Chamber, so called because in it is kept the "pyx" or "box" enclosing the apparatus for testing the value of gold, has always remained the exclusive property of the Crown. Until the Commonwealth, the crowns and sceptres were also kept there, but when they were recovered, after Cromwell had sold them for Exchequer purposes, they were transferred to the Tower. The seven keys of its double doors are supposed to be kept by officers in His Majesty's Treasury, but will now apparently be left in the custody of the First Commissioner of Works.

The "Kingsfisher" Kris.

At the ordinary meeting of the Anthropological Institute, Professor H. Louis exhibited and described an example of the "kingsfisher" type of Malay kris. The use of this weapon is confined to the north-east part of the peninsula, and derived in form and name from a tradition firmly believed in by the natives. It is said that many centuries ago a party of raiders from the Bugis Islands invaded that district, led by a chief named "The Kingsfisher," from the rapidity of his movement. He was slain in battle, and to perpetuate his memory his followers carved the handles of their kris into the figure of a kingsfisher. Lantern slides were exhibited, and in two of the weapons, the head, bill and eyes of the bird were unmistakable, though in most of the specimens, the bird-form had degenerated into conventional ornamentation, but, in all of them, it was not difficult to trace the influence of Chinese art.

Sir Robert Hart.

The *Far Eastern Post*, in commenting on Kaiser Wilhelm's bestowal of the ribbon and star of the Prussian Order of the Crown on Sir Robert Hart, make some graceful remarks about the services rendered by that distinguished Englishman to all European countries. "Sir Robert Hart has earned by his circumspect administration of the Chinese Customs the high recognition not only of China, but also of the foreign Powers. To a certain extent he is the mediator between Western civilization and the Middle Kingdom, and he has contributed considerably, by his energetic energy, to the development of foreign commerce and navigation both on the coasts and up the rivers of China. The German distinction conferred on him is a mark of the recognition with the high authorities accord to meritorious services."

British Heroism.

The absence of any statutory authority for the bestowing of marks of special recognition upon foreigners has so far, writes a Washington correspondent, thwarted the desire of the Navy Department to give a formal testimony of American appreciation of the act of two British ship *Centurion* and *Herbert George*, of His Majesty's ship *Orlando*, in rescuing a junk-load of American and British wounded at Taku on June 22 last. The junk broke loose from shore and drifted across the stream directly under the fire of the Chinese, who held the bank. Turner and George, at the risk of their lives, leaped from their ships and succeeded in towing the boat out of danger, although not before three of the wounded had been killed by fire from the shore. The appreciation of this Government has been extended through the State Department, but Secretary Long believes that there should be more substantial recognition, and he is preparing a special Bill, which is to be submitted to the next Congress.

Strange Phenomena.

The strange phenomena which have been noted in Southern Italy and Sicily during the past week—the blood-red or yellow sky, the

companied by such intense heat that birds are said to have fallen dead from the sky—suggest that somewhere in the unknown regions of the earth, some cosmic convulsion has occurred. It is possible, indeed, that this curiously lurid sky and this heat wave, which seems to be travelling north, are not unconnected with the great tidal wave noticed in the Atlantic by the *Tenonic* ten days back, which could only be due to some volcanic eruption, and with the extreme activity of Vesuvius, the last occasion upon which these extraordinary colours were noticed in the sky was in 1883. In August of that year thirty of the great volcanoes in Java broke into sudden and fearful eruption. The sky grew black; the temperature fell; birds, animals, and fishes gave signs of terror; the earth rumbled, and atmospheric and oceanic disturbances started all over. The whole island of Krakatoa was blown away, and the Straits of Sunda were so changed that navigation of them became perilous.

The Peace Association.

The International Arbitration and Peace Association has again written to the Prime Minister in regard to the memorial respecting events in China recently presented to Lord Salisbury. The committee point out that since their first letter a further sale of loot from Chinese temples and other buildings has been announced by a well-known firm of London auctioneers, further, they venture to point out that the international forces have been acting together in close co-operation, and until the arrival of Count von Waldersee a British officer was in command, and that the British Government, having agreed to Count von Waldersee's appointment, cannot escape from its share of responsibility for the general conduct of the campaign. It would seem, says the committee, that just because the British troops have, happily, so far, been the only troops of the worst atrocities in His Majesty's Government, as representing one of the Powers acting in concert, could protest against the horrible acts committed by some other sections of the international troops. The Prime Minister, in his reply, says he has nothing to add to his letter of Feb. 18th.

Lord Salisbury on Trade.

Lord Salisbury was on 13th ult. the guest of the Association of the Chambers of Commerce of the United Kingdom, at the Hotel Metropole. The Premier does not believe in the decadence of British enterprise and commerce, but he strongly recommends commercial men to learn French and German and possibly Spanish. If he trusted to public discussion he should imagine that the trade of England was in a somewhat decadent condition and that we were being beaten by our competitors all over the world, and that we had nothing to look forward to but rapid and irredeemable descent into obscurity. But he did not find when he was brought into contact with the commercial princes of England that any such feeling oppressed them or induced them to despair of their country. He thought we heard of the German rivalry must take its origin more from the fertile and inventive writers who had produced adequate "copy" than from any real foundation in fact. There was an idea that we were not so completely the masters that there was any justification for that feeling, but he was inclined to attribute it to the national pessimism which attends as its Nemesis on all great success.

NOTANDA.

CALENDAR.

APRIL.
Meteorological means based on ten years' observations to 1899.
Barometer.....30.059
Thermometer.....62.0
Humidity.....82.0
Rainfall.....4.08

TO-DAY.

On date at 10 a.m. On date at 4 p.m.
Barometer.....30.02 29.90
Temperature.....69 70
Humidity.....93 92
Rainfall.....1.17

TO-DAY.

Saturday, 13th April, 1901.
Chinese—25th of 2nd moon of 27th year of Kwang-si.
Sun—Rises.....5hr. 42min.
Sets.....5hr. 10min.
High water—Morning.....5hr. 32min.
Afternoon.....5hr. 5min.
Low water—Morning.....7hr. 0min.
Afternoon.....12hr. 15min.

ANNIVERSARIES.

1839—Roman Catholic Relief Bill passed.
1838—A native opium smuggler executed under the laws of Malacca as a warning to foreigners.
1854—Arrival of Governor Sir John Bowring.
1860—Commencement of the American Civil War.
1865—Presentation of colours to the Hongkong Regiment.
1867—The Hangchow Mint commenced to coin cash.
1868—Congress recommended Cuba be declared an independent republic.

TO-MORROW.

Sunday, 14th April, 1901.
Chinese—26th of 2nd moon of 27th year of Kwang-si.
Sun—Rises.....5hr. 42min.
Sets.....5hr. 10min.
High water—Morning.....5hr. 32min.
Afternoon.....5hr. 5min.
Low water—Morning.....7hr. 0min.
Afternoon.....12hr. 15min.

ANNIVERSARIES.

1842—Yih-shing, Lung-wan, and Ki-yung arrived at Canton to command the Chinese troops.
1857—Princess Beatrice born.
1865—Assassination of President Lincoln.
1878—Loss of the s.s. *Haining*.
1890—Armed gang robbery at Wanchai.
1899—Opening of the New Soldiers' Club at East Point.

AGENDA.

TO-MORROW.
CHURCH SERVICES.
St. John's Cathedral—Communion, 7 a.m., 11 a.m., 5 p.m., 8 p.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point—Morning Service, 11 a.m.
St. Francis Church, Wanchai—Mass (Chini) 6 a.m. (Port), 7 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass, 8 a.m.
Wesleyan Methodist Church—Services, 10 a.m. and 5 p.m.
Union Church—Services, 11 a.m. and 6 p.m.

St. Peter's Church.

West Point.
Sunday after Easter April 14th 1901.
Hymn 127; Venite, Hooper; Te Deum, Lawes etc.; Jubilate, Robinson; Hymns, 133, 10, 64. (6.30 p.m.)
Hymn, 135; Magnificat, Hall; Nunc Dimittis, Bathshill; Hymns, 62, 13, 343.

NONDAY, 15th.

3 p.m.—Public Auction of Crown Land.
3.30 p.m.—Public Auction of Crown Land.
O. S. K. steamer *Saifu Maru* leaves for Taikao.
5 p.m.—C. M. Co.'s steamer *Perla* leaves for Manila.
5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila via (direct).

TUESDAY, 16th.

9 p.m.—Opening Performance of the Brough Comedy Co. at the Theatre Royal. Cargo ex *Inaba Maru* subject to rent.

WEDNESDAY, 17th.

Noon—N. D. L. Co.'s steamer *Kenig Albert* leaves for Southampton.

THURSDAY, 18th.

Noon—Extraordinary General Meeting of the Great Eastern and Caledonian Gold Mining Co., Ltd. at their offices.
Noon—L. C. Co.'s steamer *Chelydra* leaves for Indian Ports.

FRIDAY, 19th.

Daylight—N. Y. K. steamer *Sanuki Maru* leaves for Marseilles and London.
Daylight—N. Y. K. steamer *Kanaga Maru* leaves for Japanese Ports.
Caigo ex *Louther Castle* subject to rent.

TUESDAY, 23rd.

Noon—T. K. K. steamer *America Maru* leaves for San Francisco via Shanghai, etc.

WEDNESDAY, 24th.

Noon—C. P. K. steamer *Empress of India* with mails passengers etc. leaves for Vancouver B.C.
Daylight—O. S. K. steamer *Anping Maru* leaves for Coast Ports.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of India*) 16th inst.
German (*Prinz Heinrich*) 16th inst.
American (*City of Peking*) 20th inst.
American (*Garlic*) 26th inst.
American (*Hongkong Maru*) 7th prox.

The Austrian Lloyd's S. N. Co.'s steamer.

Gisela, left Singapore for this port yesterday, the 12th inst.
The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* left Yokohama yesterday, the 12th inst., for Vancouver.

The N. Y. K.'s steamer *Sanuki Maru*.

(European Line) left Shimomoseki for this port this morning, the 13th inst., and is due to arrive here on Wednesday, the 17th inst.

The Canadian Pacific Railway Co.'s R.M.S.

Empress of India arrived Shanghai at 6 p.m. on Saturday, the 13th inst., and left again at 3 p.m., same day for Hongkong where she is due to arrive at 8 a.m., on Tuesday, the 16th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Isla de Luzon* at Kowloon Dock.
U.S.S. *Bennington* " " "
U.S.S. *Yorktown* " " "
H.M.S. *Herme* " " "
Suez " " "
Kwaiyang " " "
Ping Sui " " "
Compania de Filipinas " " "
Shantung " " "
Hanoi " " "
Hicos " " "
Lung Tsing " " "
Hangchow " " "
U.S.S. *Concord* " " "
Colonies " " "
Perla " " "
Pellana " " "
Petrarch " " "
Looak " " "
Aberdeen " " "

PASSED THE CANAL.

Outward—22nd March—Ceylon, Calcutta, Aden, Suez, Bosphorus, Germanies.
26th March—Prinz Heinrich, Kronprinz, Nassau, 29th Mar.—Indus, Shima Maru, Indant, 2nd April—Austria, Claverdon, Gato, Sutherland, 4th April—Orel, Dardanelles, 9th April—Oak Branch, Glenartney, H. H. Mier, Glenhurst, Japan, Claverley, Kawachi Maru, Coningsby, Gloucester City, Preussen.
Homeward—2nd April—Tonkin, Klautsch, 9th April—Luzon, Malacca, 9th April—Wittenberg, Ramon.
Arrivals at Home—3rd April—State of Sado Maru, Sydney, 10th April—Glasgow, Tonkin, Glamorganshire.

Shipping.

Arrivals.

LOYAL, German steamer, 1,037, Lorenzen, 12th April, Newchwan 5th April, Beans—Sander, Wiedler & Co.
SKULD, Norwegian steamer, 913, A. Berbm, 12th April, Bangkok 5th April, Rice—Chinese.

AGAMEMNON, British steamer, 4,461, H. Nish.

13th April, Moji 9th April, Coals—Butterfield & Swire.

ULVISES, British steamer, 2,281, J. Edmondson.

13th April, Singapore 7th April, General—Butterfield & Swire.

COROMANDEL, British steamer, 2,783, F. W. Vbert.

R.N.R., 13th April, Bombay and Singapore 8th April, Mails and General—J. & O. S. N. Co.

DAYBREAK, British steamer, 700, A. H. Best.

13th April, Shanghai 9th April, General—C. M. S. N. Co.

BENJAMIN, British steamer, 1,752, W. H. Hutton.

13th April, Moji 7th April, Coal—Gibb, Livingston & Co.</

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 19th April, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 19th April, at Noon.
IDZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.	TUESDAY, 23rd April, at Noon.
SHINANO MARU.....	KOBE and YOKOHAMA.	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 26th April, at Noon.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and HOBART.	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTORIA.....	NEW YORK.	About 4th May.
Osternmann.....	(Via SUEZ CANAL).	Freight.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents. HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
--	-------------------------------

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th May, at Noon.
---	------------------------------

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.
---	------------------------------

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

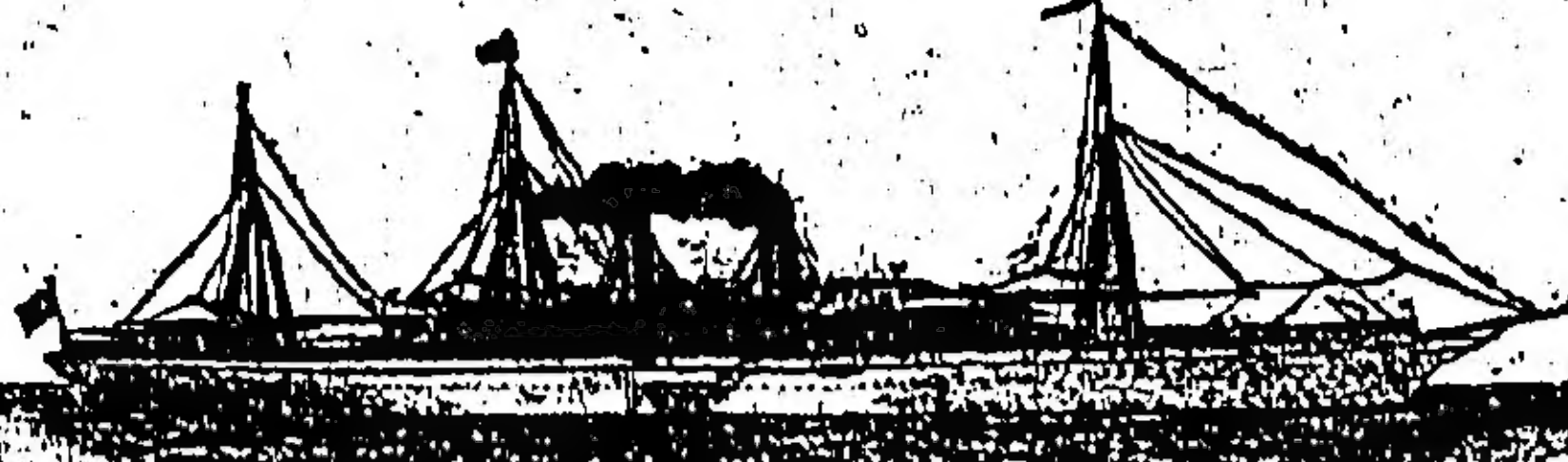
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Route passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th May, at Noon.
--	----------------------------

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st June, at Noon.
---	------------------------------

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 27th June, at Noon.
--	-------------------------------

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.	Tuesday, 10th April, at Noon.
---	-------------------------------

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU; THE UNITED STATES, &c.

Straitghyle...about...April 28

THE Steamship

"STRAIGHTGYLE"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 18th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. and TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
-----------	-------	-----------	--------------------

Olympia	2,837	J. Truebridge	April 26
---------	-------	---------------	----------

Tacoma	2,811	A. Dixon	May 17
--------	-------	----------	--------

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £55.

Excellent accommodation. First-class Table.

DOCTORS AND STEWARDNESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLODYCKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 11th April, 1901.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship.

"TRIESTE,"

Captain Mills will be despatched as above on TUESDAY, the 16th instant, P.M. Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 6th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Cox will be despatched as above on THURSDAY, the 18th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 12th April, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"RICHMOND CASTLE,"

will be despatched for the above Port on or about the 20th instant, and will be followed by the S.S. "PATHAN," "FERNDENE" and "LOWTHER CASTLE."

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"PAOTING".....	15th instant.
FOOCHOW.....	"HUNAN".....	19th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNVILLE, DRIS- HANE, SYDNEY and MELBOURNE.....	"TSINAN".....	23rd instant.
MANILA.....	"TSINAN".....	23rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th April, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"CALCHAS".....	20th April.
"	"DARDANUS".....	2nd May.
FOR	STEAMERS.	TO SAIL.
LONDON.....	"IDOMENEUS".....	16th April.
" VIA MANILA.....	"AGAMEMNON".....	18th April.
"	"AJAX".....	20th April.
"	"ANTENOR".....	14th May.
LIVERPOOL (DIRECT).....	"TANTALUS".....	15th April.
(Taking Cargo at LONDON RATES).....	"PYRHEUS".....	15th May.

S.S. "ULYSSES" arrived this Morning from GLASGOW, and will sail for SHANGHAI and JAPAN, on MONDAY EVENING, the 15th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 13th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th April, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above, on MONDAY, the 15th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 12th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAKAO.

THE Company's Steamship

"TAITO MARU,"

Captain S. Hiji, will be despatched as above on or about MONDAY, the 15th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th April, 1901.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

Hongkong, 28th May, 1900.

Consignees.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby notified that the Hongkong Cargo by above steamer was transhipped at Singapore and arrived yesterday by the S.S. "CHELYDRA."

All Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 10th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 12th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Entertainment.

THEATRE ROYAL, CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH, Representative—Mr. ALAN HAMILTON.

TUESDAY, APRIL 16TH.

THE BROUGH COMEDY CO.

BROUGH COMEDY CO.

BROUGH COMEDY CO.

Miss Temple. Mrs. BROUGH. Miss Ada Rochfort. Miss Grace Noble. Miss Gillie Brown. Miss Bessie Thompson. Miss De Courcy. Miss Evelyn Marthe.

Mr.

